

TOP SECRET



IMAGERY
ANALYSIS
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

AMUR SHIPYARD 199, KOMSOMOLSK, USSR

25X1

Declass Review by NIMA/DOD

CIA/PIR 67196

25X1

DATE FEBRUARY 1966

COPY 30

PAGES 6

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GROUP 1
Excluded from automatic
downgrading and declassification

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SHIPYARD : AMUR SHIPYARD 199
LOCATION : KOMSOMOLSK, USSR
GEO COORDS: 50-33N 137-02E

KEY TO ANNOTATIONS

1. Probable KRUPNYY Class DDGS hull (LOA approx 450').
2. "E-II" Class SSGN (visible waterline length approx 380'). It is possible that this submarine was present at this position in [] (CIA/PIR-67105, []). At that time the (probable) KRUPNYY Class DDGS hull was moored far enough away from the fitting-out pier to allow sufficient berthing space for a submarine alongside the pier; however, the poor quality of [] precluded the identification of imagery in this position. The practice of mooring a submarine between the fitting-out pier and the destroyer hull at this yard was first observed in [] [] At that time the berthing arrangement was identical to the one observed on this [] coverage, including the upright floating screen, off the submarine's port bow, which together with the destroyer hull preclude all ground observation.
3. AMGUEMA Class Cargo Icebreaker (LOA approx 440').
4. Seven probable submarine hull sections ranging from approximately [] with what appears to be six legs. For a line drawing of these sections see Figure 2.

The following are NPIC/TID measurements for the probable submarine hull sections:

- A. [] (poor image).
- B. [] (poor image).
- C. [] (poor image).
- D. [] (poor image).
- E. 20 feet - [] (good image).
- F. [] - inner diameter 10 feet (fair image).
- G. 20 feet (poor image).

On the last [] photograph of this yard [] CIA/PIR-67013) there were seven probable submarine hull sections in the same position as those described above. The NPIC/TID measurements for these are:

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A. 20 feet (poor image).

B. [] (fair image).

C. [] (poor image).

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D. 20 feet (fair image).

E. [] (poor image).

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F. 20 feet - [] (good image).

G. 20 feet (fair image).

No drawing was prepared for the probable submarine hull sections observed

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It could not be ascertained whether or not the probable hull sections observed on the earlier [] coverage are, in fact, the same probable hull sections seen on this [] photography. The quality and scale of the interim [] coverage [] precluded a determination of the imagery in this position at that time.

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KEY TO FACILITIES ANNOTATIONS

A. Construction activity is continuing on the new transverser system. A cut has been made through the launching basin wall and excavations indicate a sliding caisson is to be installed. See annotation 2, []

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B. Two probable fabrication buildings under construction. Footings for the southernmost building were first observed in []

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NOTE: All measurements except those for the probable submarine hull sections have been made by the CIA/IAD project analyst. They should not be construed as being mensuration data compiled by the NPIC Technical Intelligence Division. The measurements for the probable submarine hull sections were made by the NPIC Technical Intelligence Division and are considered to be accurate []

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KOMSOMOLSK, USSR
50-33N 137-02E



FIGURE 1

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A-RDP78T05161A0009000

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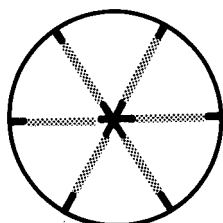
PROBABLE SUBMARINE HULL SECTIONS

AMUR SHIPYARD 199

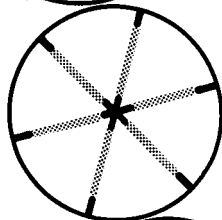
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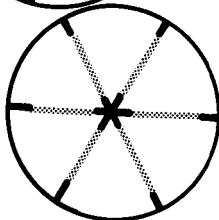
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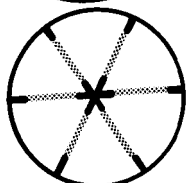
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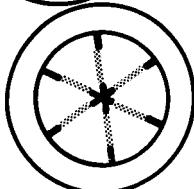
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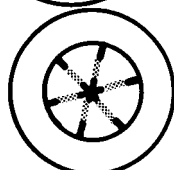
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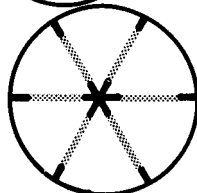
E



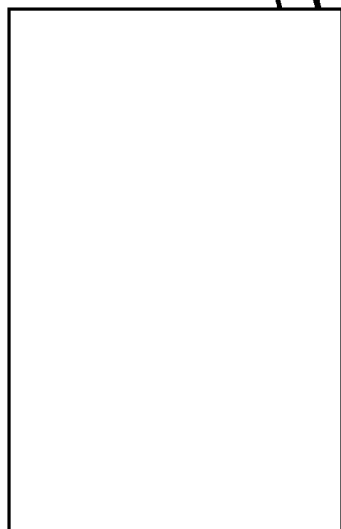
F



G



DIAMETERS



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RAIL SPUR



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NORTH

TENUOUS IMAGERY

WALL

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FIGURE 2

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REFERENCES

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DOCUMENTS

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CIA/PIR-67013, Amur Shipyard 199, Komsomolsk, USSR,
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CIA/PIR-67105, Amur Shipyard 199, Komsomolsk, USSR.
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